Merchant Shipping Act was promulgated on 27.10.1993. These amendments, *Inter alia,* have removed the restrictions of: (i) Having atleast 49% of the share capital of the company to be held by citizen of India. (ii) Not less than three fourths of the total number of director of the company being citizens of India. (iii) The Chairman of the Board of Directors and the Managing Director if any of the company being citizen of India.

A Bill replacing the Ordinance has since been passed by the Rajya Sabha on 9.12.1993 and adopted by Lok Sabha on 14.12.1993.

(e) The following liberalisation measures have been taken by Government for development of shipping industry:

1. Automatic approval is now given for:

(a) Acquisition of all categories of ships except Crude Tankers and DSVs by private shipowning companies.
(b) Acquisition of ship from an Indian Shipyard.
(c) Acqusition for replacement tonnage; and
(d) Sale of ships.

2. Shipping Companies have been allowed to retain sale proceeds of their ships abroad and utilise them for fresh acqusition.

3. Shipping Companies have been given freedom to time charter out Indian ships to foreign shipping companies.

4. Shipping Companies. are allowed to acquire vessels through bareboat charter-cum-demise method.

5. Quaterly Block Allocation Scheme for repair of ships has been dispensed with entirely and Reserve Bank of India now released foreign exchange for ship repair/dry docking and spares for imported capital goods without any value limit both for Coastal as well as Overseas vessels.

6. Cabotage Law has been relaxed for five years for promotion of container traffic and for two years for LASH BARGES.

7. Freight charges on account of movement of fertilizer and petroleum products are now allowed to be paid in convertible currency on par with other commodities.

High Speed Road Races

2996. SHRI MENTAY PADMANABHAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Ministry has sought restraint on the various advertisements on Indian TV and Cable Network which glamourises high-speed vehicles and drivers;

(b) whether advisable to encourage use of our roads for staging road-races;

(c) what steps are proposed to discourage the participation and sponsorship of Government agencies to high-speed road racing; and

(d) what measures have been taken so far?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The Ministry of Information and Broadcasting as a part of the general awareness campaign takes every care to promote awareness about road safety and traffic rules without glamourising high speed racing.

(b) to (d). No Government agency is involved in the sponsorship of road racing. However, the Governing Body for the Federation of Motoi Sports Club of India does apply for Government clearance to hold major international events in India. The policy of the Department of Sports is *to* encourage

such events, for which conditions of the road are not a factor.

For organising such events the organisers obviously have to obtain the required clearance from the State Governments and local authorities concerned. This would also include clearance from the local police, etc.

Construction of Multi-purpose Cargo Berth at Porbandar and Bhavnagar Ports

2997. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

whetht steps have been taken for the construction of a multi-purpose cargo at Porbandar and Bhavnagar Ports;

(b) if so, when the construction work was started;

(c) the progress made so far in this regard; and

(d) by when the construction work is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGD1SH TYTLER): (a) and (b) No such proposal is under consideration of the Government of India as Porbandar and Bhavnagar Ports are minor ports. They fall under the jurisdiction of the State Government.

(c) and (d) Do not arise.

Allocation for National Highway works in Gujarat

2998. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that about Rs. 25 crore collected as toll on bridges in Gujarat and to be utilised on National highway works in the State has not yet been allocated for National Highways works in the State;

(b) in view of unsufficient funds allocated to the State viz-a-viz its requirement for National Highway works in 1993-94 whether Government propose to allot this amount in the current financial year; and

(c) if not, the target date for allotment of these funds for works of National Highway in Gujarat?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGD1SH TYTLER): (a) to (c) In view of reduced allocation of funds, it has not been possible to release entire amount collected against Bridge Fee, to any State including Gujarat. An amount of Rs. 13,65 crore has been released so far to the State Government which includes a tentative allocation of Rs. 2.00 crores during 1993-94. Further release out of permanent bridge fee fund will depend upon the allocation of funds in future by Ministry of Finance.

Bus Queue Shelters in Delhi

2999. SYED SIBTEY RAZI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether some Bus Queue shelters have been demolished at several places in Delhi during 1993;

(b) if so, give names of such sites with reasons for demolition in each case;

(c) whether some alternative Bus Queue Shelters have been constructed at near-by sites in places of demolished ones;

(d) if so, the details thereof and if not the reasons therefor;

(e) whether some new Bus Queue Shelters have also been constructed at several places of Delhi in 1993; and

(e) if so, names of sites selected for the purpose?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes Sir.